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ESTABLISHED 1857.

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Hongkong, 11th March, 1913. [616

SIEN TING
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Consultation Free.
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Hongkong, 17th April, 1913. [589

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PEAK TRAMWAYS COMPANY, LIMITED.
TIME TABLE.

WEEK DAYS.

7.00 a.m.	to	8.00 a.m.	Every	15	minutes.
8.00 "	"	10.00 "	... "	10	"
10.00 "	"	11.00 "	... "	15	"
11.30 "	"	12.45 p.m.	... "	15	"
12.45 p.m.	"	1.15 "	... "	10	"
1.15 "	"	1.45 "	... "	15	"
1.45 "	"	2.15 "	... "	10	"
2.15 "	"	5.00 "	... "	15	"
5.00 "	"	8.10 "	... "	10	"

NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter of an Hour.

SUNDAYS.

8.00 a.m.	to	10.30 a.m.	Every	15	minutes.
10.30 "	"	11.00 "	... "	10	"
11.45 "	"	12.00 noon	... "	15	"
12.00 noon	"	1.00 p.m.	... "	10	"
1.00 p.m.	"	5.00 "	... "	15	"
5.00 "	"	6.00 "	... "	10	"
6.00 "	"	7.00 "	... "	15	"
7.00 "	"	8.10 "	... "	10	"

NIGHT CARS as on Week Days.
SATURDAYS,
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1913. [528

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BEST GROUND COFFEE
ALWAYS FRESH.
75 CTS. PER 1 LB. TIN. 40 CTS. PER ½ LB. TIN.
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[a706

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SPARKLING MINERAL WATERS,
SILENT WATER,
TONIC WATER.
DEVONSHIRE CIDER,
SIRDIR LIME JUICE CORDIAL,
FOSFERADO.
[a25

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CHINESE GOVERNMENT RAILWAYS.
TIENTSIN—PUKOW LINE.
NOTIFICATION No. 205.
SUMMER TIME TABLE.

NOTICE IS HEREBY GIVEN that commencing on MAY 1ST, 1913, a SUMMER SCHEDULE will come into force, when a DAILY THROUGH SERVICE will be operated between TIENTSIN and PUKOW in addition to the present EXPRESS THROUGH SERVICE between TIENTSIN and PUKOW (twice a week) which remains unaltered as heretofore.

The DAILY THROUGH SERVICE will be run according to the following Schedule:—

DOWN			UP		
Tientsin East	dep.	9.40	Pukow	dep.	9.40
Tientsin Central ...	arr.	9.50	Hsuchowfu...	dep.	19.40
	dep.	10.20	Tsinanfu	dep.	7.00
Tsinanfu	dep.	19.30	Tientsin Central ...	arr.	15.35
Hsuchowfu...	dep.	7.05		dep.	16.05
Pukow	arr.	16.41	Tientsin East	arr.	16.15

The Express Through Trains consist of Dining, Sleeping, 1st and 2nd class Cars and of one 3rd class Car for passengers' servants.
The Daily Through Trains will consist of 1st, 2nd and 3rd class accommodation.
THE TRAFFIC MANAGER,
TIENTSIN-PUKOW LINE.
Tientsin, 21st April, 1913. [637

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NEW BOOKS.

The Soldiers Whom Willington Led, by E. Fraser	$3 4.00
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The Picture of Dorian Gray, by Oscar Wilde (cheap edition)	80
Intentions, by Oscar Wilde	80
The Three Religions of China, by Rev. W. Soothill	4.50
India, by Pierre Loti, illustrated by A. Hugh Fisher	5.50
The Muse in Exile: Poems of William Watson...	2.75
Simple Pictorial Illustrations, by Brown and Rankin	3.10
Social Evironment and Moral Progress, by A. Russel Wallace	2.75
Behind the Shoji, by Evelyn Adam ...	4.50
Text Book of Experimental Metallurgy, by A. R. Gower	2.75
Life in Olden Times in Babylon and Assyria, by E. Trotter	1.20
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The Dog Lover's Companion, by An Expert	1.60
Malaria: Cause and Control, by W. B. Herms, M.A.	4.90
Bodily Health and Spiritual Vigour, by W. J. Lockington	2.00
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The Right Honourable Gentleman—W. E. Norris.
CEASE FIRING—MARY JOHNSTONE.
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Intentions—Oscar Wilde.
Picture of Dorian Gray—Oscar Wilde.
The Peer and the Woman—E. P. Oppenheim.
Lying Lips—William Le Queux.
[a23

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3 Dry Docks	No. 1	510 ft.	77 ft.	26 ft.
	No. 2	350 ft	53 ft.	24 ft.
	No. 3	714 ft.	88 ft	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always ready at short notice.

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Max. Length of Ship taken in	460 Feet.	580 Feet.
" Breadth " " "	56 "	66 "
" Draft " " "	22 "	26 "

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The Floating Sheerlegs, capable of lifting 40 ton weight.
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[a319

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[a1004

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Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe]
Bedrooms with European Bath and Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
a26] J. H. TAGGART, Manager

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Central Position for Tram and Ferry.
Electric Lifts.
Electric Fans.
Hot and Cold Water.
Latest Improvements.
Reasonable Rates.
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H. HAYNES,
Manager.
Hongkong, 2nd August, 1912. [a53

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A FIRST CLASS AND UP-TO-DATE HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.

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TELEPHONE No. 197.
TELEGRAPHIC ADDRESS: "COMFORT," Hongkong.
Hongkong, 1st September, 1910. [a36

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FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central.
Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine. Roof Garden and Social Rooms. European Runner meets Steamers.
P. O. PEUSTER,
Manager.
Hongkong, 1st January, 1913. [146

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PRIVATE HOTEL.
STANDING in its own grounds, with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort Fine View of the Harbour.
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Apply to— MRS. F. W. WATTS,
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Hongkong, 4th December, 1907. [a34

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SHAMEEN—CANTON.
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MACAO
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GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.
REASONABLE RATES.
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FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of every Description in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
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Hongkong, 16th April, 1913. [884

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C.—WATSON'S ABERLOUR-GLENLIVET (Peat Whisky)	19.50	1.65
THORNE'S OLD VAT, No. 4, as supplied to the House of Commons	21.00	1.80
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"KILTY" LIQUEUR WHISKY, Great Age, Very Fine ...	38.00	3.25
V.R.O. WHISKY...	22.00	1.85
THORNE'S BLACK SQUARE	23.50	2. 0
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☞Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as THE LEADING SCOTCH WHISKY IN THE EAST.

A. S. WATSON & CO., LIMITED,

ALEXANDRA BUILDINGS.

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NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 15TH, 1913.

For more than a century Spain has exercised little influence in the councils of the nations of Europe. She has passed through much tribulation and has suffered disaster, defeat and humiliation, and from being one of the foremost Powers of the world she has sunk into secondary importance. But a change is becoming manifest. Spain is no longer content to be numbered with the minor nations of Europe, and her desire for a "place in the sun" is reflected in the discussion which has been taking place in the French and Spanish Press as to the possibility of the Iberian Kingdom entering the Triple Entente. The visit of KING ALFONSO to Paris and the cordial sentiments expressed by the French hosts and the Spanish royal guest have given rise to an expressed desire for the cultivation of closer relations between France and Spain, but whether those utterances were intended to be anything other than complimentary remains to be seen. Of course, it has to be admitted that the present is essentially an age of ententes. Understandings exist between various nations, and there is no reason why France and Spain, who are old allies, should not establish an entente, especially as their differences concerning Morocco have been settled. But for Spain to enter into an arrangement with a view to becoming a party to the Triple Entente, and thereby strengthening the combination whose interests may be inimical at times to those of the Triple Alliance, is a different matter, and one which should be pondered over before overtures to that end are made. In the first place, it has to be considered whether the advent of Spain would strengthen the combination already formed by Great Britain, France and Russia, and, in the second place, it has to be debated whether such addition would not prove a disturbing factor in the Concert of Europe and tend to destroy the harmony which exists in these days. In other words, would the entry of Spain prove an advantage or a disadvantage to those with whom she associated? There is also the other question, whether it is worth while on the part of Spain, who is at present free from all Continental entanglements, entering the arena of international strife as represented by the competition in armaments. What Spain could hope to gain from closer relations with France, and, incidentally, with the other countries which have ententes with France, is rather difficult to anticipate. She is at peace with all the world, and has no outstanding quarrel. Neither is she threatened in any quarter. So that from the point of view of seeking assistance against possible dangers there arises no military necessity. Trading facilities cannot very well be extended beyond those already enjoyed. What, then, can Spain hope to gain by entering the Triple Entente? Practically nothing but an enhanced prestige. "A noble nation," which in the words of President POINCARÉ, "contributed so many glorious pages to history" cannot be expected to forget her brilliant past or to refrain from cherishing the hope that brighter days are in store for her. It is only natural that Spain should desire to raise herself from her present position of comparative insignificance into one commanding greater respect. That she is yet capable of accomplishing great things is demonstrated by the manner in which she is recovering from the disasters and misfortunes of the past century. Her Army on a war footing numbers over 250,000, and her Navy is being reorganised and rebuilt; therefore she can throw some weight into the amalgamation formed by Great Britain, France and Russia. It is customary in certain circles to regard Spain as effete, but this is a mistake. Though shorn of most of her outlying dominions, Spain's natural resources are so great, and their development has been so much neglected, that her future is believed to be even greater than her past. The feeling of confidence in her own resources and her own abilities is thus seen to be well grounded, and believing in a brighter future Spain's ambition to be recognised as a Power in Europe once again becomes easily understood.

A fatal case of plague was reported yesterday, bringing the total for the year up to 55.

The dumping of dead bodies continues. A body was picked up at Shaukiwan on Tuesday, death apparently having been due to natural causes.

While hanging out clothes to dry on a bamboo, a Chinese woman accidentally fell from the second storey of the house, No. 16, Western Street, to the ground on Tuesday, and received serious injuries. She was removed to the hospital.

A Chinese woman belonging to the unfortunate class attempted to commit suicide at West Point on Tuesday by jumping into the harbour while under the influence of drink. She was rescued by the master of a passenger boat, with the assistance of the police.

An important sale of Crown land took place at the offices of the Public Works Department on Tuesday. Inland Lot No. 1969, Leighton Hill, comprising about 17,570 square feet, was sold for $1,757 to Mr. G. K. Hall Brutton. Inland Lot No. 1970, situate on the Shaukiwan Road, and comprising 3,150 square feet, was bought by Mr. Wong Kat Fan, of No. 34, D'Aguilar Street, for $1,260.

The difficulties of police work in the Colony are not lessened by the frequency with which false reports of robberies, etc., are made to them. The most recent case is that of a Chinese student who reported having been held up in Cochrane Street by two men, one of whom put a handkerchief over his mouth and seized him by the throat, while the other rifled his pockets and stole $35. The police have now found that there is no truth in the report.

The water return for the 1st May shows that there were 145.11 million gallons stored in the reservoirs in Victoria, as compared with 254.89 on the same date last year. The consumption per head per day was 13.2 gallons, as compared with 18.3 gallons a year ago. There were 177.31 million gallons stored in the Kowloon reservoir, against 223.94 million gallons a year ago. The consumption per head was 10.6 gallons, as against 11.1 gallons a year ago.

The new despatch boat for the China Station, *Alacrity*, arrived yesterday from Home and saluted the Commodore's flag, the *Tamar* replying.

A Japanese who was arrested on a charge of assault and damage to property was taken ill in the police station cell and had to be removed to hospital.

The decree for the abolition of the Clock Tower was made a few weeks ago, and the work of dismantling the ancient landmark has now commenced.

The total output of the Kailan Mining Administration's mines for the week ending 26th April amounted to 34,164.90 tons and the sales during the period to 44,205.10 tons.

News has reached the Colony of the death of Mr. Percy Adams, formerly in the Hongkong Naval Yard. Deceased, who succumbed to an attack of pneumonia, was well known in local sporting circles.

A final call of $3 per share has been made on the share capital of the Hongkong and South China Steam Fisheries Company, Ltd., payable to the Bankers of the Company, the Hongkong and Shanghai Banking Corporation.

The largest temporary Chinese theatre seen in the Colony has been constructed at Yaumati. The huge matshed, which is capable of accommodating 10,000 people, was erected at a cost of $3,700, and has only been standing for four days and five nights, being dismantled to-day. Part of the proceeds from the theatrical performances will be devoted to the Tung Wah Hospital.

THE MAGISTRACY.

A Chinese was charged with being in possession of 360 rounds of ammunition. The man, according to Inspector Dymond, had been trading in ammunition. Mr. Hazeland fined defendant $100.

A Portuguese named Carlos A. Xavier was committed to prison for three weeks for stealing a quantity of paint belonging to Messrs. Melchers & Co. from a godown at Kowloon, of which he was in charge.

Yesterday before Mr. C. D. Melbourne, a Chinese steward on the s.s. *Monteagle* was charged with being in possession of 700 rounds of ammunition. Inspector McHardy, who prosecuted, said defendant readily put up bail for $250, and his Worship imposed a fine to that amount.

In prosecuting a Chinese for theft, Inspector McHardy said the man refused to have his finger prints taken, and also refused to give his name and address. Mr. Hazeland said there was no law compelling a man to have his finger prints taken. The Inspector said this was the first man whom he had to deal with who refused to have his finger prints taken. His Worship sentenced defendant to one month's imprisonment and four hours' stocks.

An Indian constable, who has since been dismissed from the force, was yesterday placed in the dock before Mr. Melbourne on a charge of stealing milk and damaging six bottles. The evidence was to the effect that the constable was seen by two witnesses to take bottles of milk from a pail and drink the contents while a Dairy Farm coolie was delivering milk in Gough Street. When the coolie returned and remonstrated with the constable, the constable arrested him. At the Police Station the constable charged the coolie with hawking milk without a licence. The Inspector refused to take the charge, and after making inquiries, the constable was charged. His Worship ordered the defendant to pay a fine of $25 or one month, and 96 cents damage or two days.

Two Chinese were proceeded against for hawking flowers without a licence and for obstructing the footway at the corner of Wyndham Street and Queen's Road. Mr. Leo d'Almada defended. P.C. Wilson stated that about midday he told the defendants to remove some baskets of flowers from the footpath. They complied with his order, but when he returned later he found the baskets were again obstructing. He then arrested the defendants, who had no licence. Mr. d'Almada said the defendants were fokis. Flowers had been sold in that place for the past 30 years. In the strict sense of the word the road was obstructed, but the police authorities would admit that they had allowed these men to carry on their trade for the benefit of the public. Apparently the police had received certain complaints, but the men had never been told they were obstructing. The flower men were a great convenience to the public, and that was the only place where flowers could be bought. The defendants' masters were willing to take out licences. They were fined $2 each for having no licence, and were cautioned on the charge of obstruction.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

THE DISASTROUS RAILWAY COLLISION.

A Bulgarian official telegram reduces the casualties in the train disaster at Drama to six killed and 40 injured.

PEACE PRELIMINARIES.

Reuter learns that most of the Balkan peace delegates have already arrived in London. It is expected that there will be a formal meeting of representatives of all the belligerents shortly, as the Powers urgently recommend the signature of the peace preliminaries, which will end the Balkan War. These preliminaries amount to a definite settlement, but so called because they must be taken in conjunction with the decision of the powers regarding Albania, the Aegean Islands, and the findings of the Technical Commission in Paris. Then all these will be incorporated in a treaty to be submitted to the Powers which will replace the Treaty of Berlin.

The Conference of Ambassadors will continue to sit in London. It is believed that it will not be necessary to hold a congress of the Powers in view of the success of the Conference, and thus there will be no need to resort to the difficult procedure of a formal congress.

GRÆCO-BULGARIAN QUARREL.

The Greeks accuse the Bulgarians of invading Greek territory and say they informed Bulgaria that it would be necessary to defend the Greek positions. Bulgaria replied that the movement of Bulgarians had been stopped, but they did not withdraw any troops. The Greeks thereupon strengthened their occupation, and the Bulgarians seeing this attacked with artillery at Voultista and Portelefther. The Greeks say the fight was serious and exclusively due to Bulgarians. The Greek Government throws the whole responsibility on them.

The Bulgarian diplomat, M. Sarafoff, has gone to Athens with instructions to settle outstanding differences.

In a semi-official explanation published in Sofia with regard to the Greaco-Bulgarian conflicts it is stated that the continual advance of the Greek troops in the district of Prevista, originally occupied by the Bulgarians, provoked a series of incidents showing that a Greek movement was aimed at the capture of Prevista and Leftura, and other strategic points. The Greeks were everywhere the assailants, the Bulgarians at first not replying to the fire. Bulgaria protested to the Government at Athens, demanding an enquiry and the unishment of the guilty.

A message from San Giovanni de Mudua says that Admiral Bulney has gone to Sagusa to confer with Mr. Winston Churchill who has arrived there, with Mr. Asquith, on board the *Enchantress*.

TURBULENT MEXICO.

LONDON, May 14th.

A message from New York states that a battle lasting for three days took place between the Federals and the rebels near Guaymas. A train load of oil and wood was rushed on the battlefield for the purpose of burning the bodies.

According to an official report, the Federals' death roll reached 500, and the officers captured on either side were immediately executed.

A GERMAN TRAGEDY.

LONDON, May 14th.

A telegram from Munich states that a madman shot a police sergeant and also Major von Lewinski, military attaché at the Prussian Legation, who went to his assistance. Both are dead.

PEACE CENTENARY CELEBRATIONS.

LONDON, May 14th.

A telegram from Washington states that Mr. Bryan, at the farewell breakfast to the Peace Centenary delegates, toasted "the Ship of Friendship," which he likened to a Super-Dreadnought; its compass, the heart; the shells projected, the smokeless powder of love; and the captain, the Prince of Peace.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE QUINTUPLE LOAN.

LONDON, May 14th.

The *Times* states that the arrangements for the issue of the Quintuple loan to China are practically completed. The loan will probably be issued on the 21st inst. The amount offered in London will be £7,416,680, Paris £7,416,600, Germany £5,000,000, Russia £2,777,773, and Belgium £1,388,887. The price is £90, bearing interest at five per cent.

CHINESE PIG IRON.

LONDON, May 14th.

A message from New York states that Mr. Farrell, the President of the United States Steel Corporation, testifying for the defence in a suit by the Government for the dissolution of the Corporation, referring to the higher cost of production in America as compared with that abroad, said Chinese pig-iron could be supplied in San Francisco at a cost of $10.78 per ton. The present market price of pig-iron on the Pacific coast was $21.50.

THE CHINA INLAND MISSION.

SUBSTANTIAL DECREASE IN INCOME.

LONDON, May 14th.

At the annual meeting of the China Island Mission it was reported that the income for the year had decreased by £12,443.

"THE SUFFRAGETTE."

LABOUR M.P.'S AND SUPPRESSION OF NEWSPAPER.

LONDON, May 14th.

The Labour Members of Parliament have taken up the matter of the suppression of the newspaper *Suffragette*. Mr. Ramsay Maudonald, if necessary, will become the manager of the National Labour Press and will publish the *Suffragette* with a view to it being made a test case. He does not believe in militancy, but is of opinion that the law does not empower the suppression of a newspaper in advance. If Mr. Macdonald is prosecuted, he will be succeeded by Mr. Keir Hardie and other Labour members till the Government capitulates.

BRITISH STEAMER STRANDED.

LONDON, May 14th.

A Union Castle liner has been stranded at Gatha near Cape Blanco in West Africa. She has not been identified yet, but is believed to be one of the intermediate steamers. H.M.S. *Forte* has gone to her assistance.

THE ARBITRATION TREATIES.

LONDON, May 14th.

A message from Washington states that Mr. W. J. Bryan has announced that the special arbitration treaties with Britain, Japan, and other countries would be renewed if it were so desired.

CO-OPERATIVE UNION AND LABOUR PARTY.

LONDON, May 14th.

The Co-operative Society's Congress at Aberdeen has by an overwhelming vote rejected a motion for the affiliation of the Co-operative Union with the Labour Party, negotiations for which have taken place.

ENGLISH COUNTY CRICKET.

LONDON, May 14th.

Derby beat Essex by nine wickets.

Lancashire beat Yorkshire by an innings and three runs.

Middlesex defeated Hampshire by an innings and 36 runs.

WIRELESS TELEGRAPHY IN CHINA'S NAVY.

The Chinese Government has given the Telefunken Wireless Telegraphy Company a monopoly for twelve years for fitting wireless apparatus to Chinese warships. The Government also agrees to appoint a member of the Telefunken Company as adviser on wireless telegraphy.

It is reported that a Japanese is being appointed as Adviser on telegraphy.

The Blue Funnel steamer *Ixion* was wrecked at Muroran on the morning of the 7th inst. and totally lost.

THE MANILA TYPHOON.

Manila newspapers to hand give accounts of the typhoon which wrought great havoc in the Philippines last week.

The British steamer *Taming* reached port on Saturday a sorry spectacle, with sections torn out of the top of her bridge deck, awnings ripped away and stanchions missing. Two of the lifeboats were carried away and the other two had huge holes stove in their sides by the force of the waves which smashed them against the deck. The captain declared that the blow was the worst he had ever encountered.

The *Rubi* arrived shortly after the *Taming* apparently little affected.

The *Manchuria* was the last to arrive, bringing to port 14 Filipinos who had been floating helplessly on a wrecked sailing vessel. They had been three days without food or drink when rescued, having left Manila the previous Sunday on the schooner *Santiago* bound for Vigan, in ballast. The *Manchuria* was delayed about one half hour in picking them up, and the passengers were loud in their praise of Captain Dixon for the way the ship was handled. The seas were running so high it was impracticable to lower boats, but the huge vessel ran alongside of the floating craft, a hundred lines were thrown out to the distressed sailors, and they climbed up the ship's side. One of the sailors dropped his 20ct. hat while making the ascent, and promptly dropped down in the surging waves after it, which process was repeated a second time. Another came up the rope with an umbrella under his arm. The captain of the crew states there was another small sailing vessel which left Manila on Sunday with them, with a crew of 13 and two passengers aboard, all of whom he believes were drowned.

A writer in the *Cablenews American* indulges in the following description of the storm:—

"Typhoon, the Chinese goddess of gales, high winds and hurricanes, with her wild and boisterous courtiers, after a week's rampage ashore in the Philippines did a dervish dance with a whirlwind finish in the China Sea during the past few days which set all the hapless steamers encountered in the pathway of her riotous revelries to doing a "rag" to the maritime music of the winds which whistled through their shrouds.

This south sea sister of Boreas made her unwelcome and most unreasonable debut as usual in the Visayan islands, staging her entrance south of Samar and sweeping across Leyte, Cebu, Masbate and other timorous isles which have felt her fury in past years. Over church spires and through coconut groves she danced, leaving destruction and terror in her path, at last crossing Mindoro and out into the China Sea. Unsatiated and wild with delirious joy she sighted steamers placidly crossing her play-ground in the China Sea and turned north-eastward to set those turbined toys atwisting and turning.

And as a result four badly buffeted and crestfallen ships straggled into port on Saturday at intervals of a few hours each, one and all having passed through a walloping ordeal throughout Thursday and Friday such as the passengers and crew will not soon forget.

THE S.S. "NIPPON" WRECKED.

Messrs. Arthur Nilssen & Co., the local agents of the Swedish East Asiatic Company, have received a telegram to the effect that the Company's steamer *Nippon*, while a voyage from Japan to Europe, had stranded on the island of Luzon during a typhoon and would probably become a total wreck. The vessel's upper works are stated to have been stripped from stem to stern. The *Manchuria* took off the crew and passengers.

CORPORATION REGULATIONS IN CANAL ZONE.

An Executive order has been issued by the President of the United States giving the regulations that shall apply to corporations (except insurance companies) intending to do business on the Canal Zone and incorporated under the laws of any State or Territory of the United States or of any foreign Government. It is required that the corporation shall file with the collector of revenues a duly authenticated copy of its charter or articles of incorporation and a statement showing the amount of capital stock, location of principal office outside of the Canal Zone, description of assets with their cash value, amount of liabilities, and other information. A certificate must be filed with the collector of revenues certifying that the corporation or company has consented to be sued in the Canal Zone on all causes of action arising against it therein and designating the collector of revenues to be its lawful attorney upon whom all process in any such action may be served, and containing other provisions as to legal matters connected with it. No corporation or joint-stock company shall do business in the Canal Zone until such certificate is duly filed and the other provisions of the order are complied with. An annual fee of $50, payable in advance, is charged.

SUPREME COURT.

Wednesday, May 14th.

IN SUMMARY JURISDICTION.

BEFORE THE PUISNE JUDGE (MR. J. H. KEMP).

ALLEGED BREACH OF CONTRACT.

The action was re-opened in which Messrs. W. R. Loxley & Co., general merchants and exporters of wood oil, sued the Nam Mow firm, of 154, Connaught Road Central, for $1,000 as damages for breach of contract, dated 4th July, 1912, whereby the defendants agreed to sell to the plaintiffs 825 piculs of wood oil, to be filled by the defendants into drums provided by the plaintiffs and shipped by the defendants free on board in Hongkong Harbour within the months of August and September, 1912. The time for delivery was subsequently extended to the 1st of November, but the defendants failed to deliver such oil or any part thereof. It will be remembered that his Lordship gave judgment for the defendants with costs, but subsequently announced that on reviewing the case and writing out the judgment, he had discovered that his recollection of the evidence on which he based his decision was at fault.

Mr. F. C. Jenkin (instructed by Mr. Dennys, of Messrs. Dennys & Bowley) represented the plaintiffs, and Mr. Davidson (of Messrs. Hastings & Hastings) appeared for the defendants.

Mr. Jenkin announced that he had conferred with Mr. Davidson about this case, and would like to know his Lordship's state of mind at the present moment with regard to the case, as his Lordship's intimation would in all probability limit the issues and facilitate the hearing. He would like to know whether his Lordship's opinion was that the oil had been adulterated, and, if so, who was to blame for the adulteration.

His Lordship—There was evidence on one side that the oil was adulterated.

Mr. Jenkin then enquired if his Lordship gave judgment on the basis of the compromise mentioned of 25 per cent.

His Lordship—Not directly. The question rested upon the evidence of the experts.

Mr. Jenkin undertook, if necessary, to call Mr. Beattie, with regard to the counter offer of 25 per cent. in order to carry the matter a little further.

Mr. Davidson objected to this, and said he did not take his Lordship's distinction in regard to the 10 per cent. of impurities in the oil, and his Lordship's second view to the effect that 10 per cent. of some other substance had been added.

His Lordship—The evidence for the plaintiff appeared to be that there was an actual addition, and not impurity arising during the course of manufacture. It was an addition which might arise from another source altogether. Therefore the plaintiffs said the defendants applied the admixture.

Mr. Davidson said the plaintiffs, who had entered into an open contract for the sale of wood oil, had to show that what had been delivered by the defendants—it was not disputed that some oil was delivered—was not merchantable wood oil. If they failed to show that they might also show that it was not wood oil at all. A question which he thought he need not dwell upon at that time was that if they failed to prove that the oil was not merchantable they could be said to have proved that it was something quite different, because the greater included the less. In order to discharge that obligation—and he thought it would not be denied that the onus rested upon the plaintiffs—the only evidence they had called was that of two chemists whose evidence went no further than that the oil in question did not answer to the tests applied to absolutely pure wood oil—that was the language used by Mr. Spurge—and that probably, according to Mr. Browne's evidence, there was present in the oil a percentage of some foreign matter, probably a vegetable oil. That was as far as Mr. Browne went, and Mr. Spurge stated that he did not trouble about the percentage at all. The position was, that all his Lordship knew about the wood oil was that there was, taking the plaintiffs' case, an admixture of possibly not more than six per cent. of some other substance which the tests seemed to indicate was a vegetable oil. He thought he was not putting his case too high when he said the evidence of the plaintiff did not carry his Lordship any further than that. No evidence whatever had been called to show what were the qualities of merchantable wood oil, nor to show for what purposes wood oil was used, and whether such an admixture would make it useless for those purposes; neither had evidence been called to show how that admixture came to be present in the oil It was true that the expression "adulteration" had been used throughout the case, but he thought, speaking from recollection, Mr. Browne admitted that the difference between the presence of "impurities" and "adulteration" was that adulteration implied that the impurities had been put in on purpose, and there was no evidence to the effect that such had been done. The defendants further had evidence that in at least one market—and a market in which one would imagine the standard was higher than in the China coasts, that was to say, in the local markets—to which defendants supplied the oil five per cent. of impurities was not a ground for rejection. He submitted that the defendants were entitled to the benefit of the doubt. His Lordship would not presume in the absence of evidence that the defendants had added this foreign substance on purpose. The case for the defendants was that the oil supplied was oil of a character ordinarily supplied and dealt with in the local market as wood oil, and that since the commencement of this case practically the whole of that oil had been sold at the market price, and that no complaints had been received from any purchaser of any deficiency in the quality of the oil.

Mr. Davidson then called the manager of the defendant firm, who said he had been in the oil business for ten years or more. In July of last year he entered into a contract with the plaintiffs to sell them 825 piculs of wood oil—the subject matter of the action. At the date of the contract witness had not sufficient in stock to complete the contract, having a little over 700 piculs, and had perforce to buy the remainder in order to carry out the contract. The wood oil which he had in stock was of the ordinary quality, and he had tested in various ways the wood oil he had bought. In reply to Mr. Davidson witness, through the interpreter, said the colour of wood oil was red. Mr. Davidson looked surprised, and his Lordship explained that Chinese terms for colours did not agree with the English at all.

Witness further said he was satisfied that the oil he supplied the plaintiffs was merchantable oil, and it was put into the plaintiffs' drums under his own supervision. The oil was rejected by the plaintiff firm, but had since been sold at the market price. Questioned by Mr. Jenkin as to who were the partners in the firm, witness declared he only knew one, who was in Macao. He denied that he (witness) was a partner.

Mr. Jenkin then applied to his Lordship for an order against the witness and against the defendant firm to disclose the names and addresses of the partners in his firm by noon the next day and the order was granted.

Mr. Davidson called no more witnesses, and explained that he had cut short the evidence for the defence because no questions had been asked by plaintiffs on the important point in the evidence of the witness that he sold the whole of the wood oil after its rejection by plaintiffs at the market prices of the day; therefore this evidence remained unchallenged.

The case was adjourned.

NEW BREWERY FOR MANILA.

The Manila *Cablenews* of the 10th inst. publishes the following:—

June 1 will see active work begun on the new plant of the Oriental Brewery, which was recently purchased in Hongkong by a syndicate headed by Antonio M. Barretto, of this city.

Of interest in connection with the establishment of this plant in Manila is the appointment of Enrique Barretto, founder of the San Miguel Brewery, as its general manager. Enrique Barretto will be remembered by many people here as the "Black Prince," a sobriquet earned by his lavish hospitality in the heyday of his prosperity. Of recent years he has lived quietly in Manila, passing his days as an employe in the office of the clerk of the Supreme Court.

Don Enrique yesterday told of the plans of the new company, and with enthusiasm described the modern plant which is now being dismantled in Hongkong for shipment to Manila.

"I am highly pleased to get back into the brewing game," he said. "You perhaps know that it was I who established the San Miguel brewery. That was in 1889. In 1890 the grand opening took place. That is all a memory now, and a comparatively insignificant one when I contemplate the new concern which I am to manage for my cousin and his associates."

"The Oriental plant has an annual capacity of 14,000,000 litres of beer, and 130 tons of ice per day. This will be increased by fifty tons as soon as machinery we have cabled for arrives and is set up."

Plans for the Nagtajan plant were taken from their coverings. They showed in detail the interior arrangements of the concrete structures which will house the brewery and ice plant and a sketch of the entire plant as it will appear in full working order.

"Within a few weeks the Atlantic, Gulf and Pacific Company will begin work on the river wall which will be built to furnish wharfage for the new plant, and driving pile foundations for the buildings. The plant will cover 1980 square metres of ground, exclusive of storage yards.

"Every piece of machinery connected with it is of the very latest pattern, and of sanitary design."

Mr. Barretto was not certain when the first brew would be made, as that will depend upon the rapidity with which the plant is set up here. He stated that an expert brewer, with his assistants, would be imported from Germany to take charge of the brew house.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, May 13th.

PLAGUE IN THE CITY.

Recently plague has been fairly prevalent around Canton, and in the Eastern district of the City it has become worse during the last few days. During the last week seven people died of plague in the Eastern Suburbs and people living there are a little scared. The vicinity of the West Gate has also suffered, although no casualties have been notified during this week. It is very difficult to know just how bad the epidemic may be, for until the afflicted persons are very bad or die no steps appear to be taken.

THE YUET-HAN RAILWAY.

The official opening of the extension of the Yuet Han Railway to Ying Tak took place on Saturday last. The party, consisting of about 14 European and 800 Chinese guests, left the Wongsha Station at 8.45 a.m., arriving at Yin Tak at 1 p.m. The scenery on the route is very fine indeed, especially above Pakonghow, where pretty Chinese villages nestle among groves. As the train crosses the mountains the view is beautifully rugged. Although this was advertised as an official function, strange to say there was not a single official of any standing among the party. Several foreigners in the employ of the Chinese Government were the only people of any distinction present. The Chinese enjoyed themselves as they always do right heartily and the 13 cars (about which one of the foreign guests was very superstitious) were literally packed. The arrangements were not exactly what they might have been. Special cars were provided for the foreign guests, but if one of them left his seat for a moment he would find on his return that it was occupied by some of the Chinese from the next car, which was crowded. On arrival at Ying Tak, tiffin was served in a large matshed specially built for this purpose. Tiffin consisted of a plate of cold meat and a glass of beer. Our Chinese friends always try to do their best, but in a case of this kind where they had some 800 odd guests to cater for they ought to have solicited the help of some people who had some experience of this sort of business. Photos of the principal guests were taken before the departure from Ying Tak, and the train left on its return journey at 2.45 p.m., arriving at Wongsha at 7.50. The train was in charge of the Traffic Manager, Mr. Wong, who did his best to make the outing a success. This addition to the line ought to be of great benefit to Canton, as there is sure to be a lot of traffic up and down, especially as faster trains are being put on.

RUMOURS IN CANTON.

Just now there are great rumours going round about the signing of the loan and the payment of the first instalment which is to be made to-day. One story is that if the instalment of the loan is paid there is to be a general boycott of all foreign goods and foreign firms. Most likely this is all talk, but it shows the way the wind is blowing and points out once more that although on the face of it everything indicates quietness in the delta it would not take much to cause an outbreak. Just a few days ago it was stated that a number of agitators had been making long speeches at Fatshan and trying to stir the people up against the present officials, and this loan and the non-recognition of the Government were part of their arguments.

SHAMEEN.

In the river at present are H.M.S. *Virago* and *Moorhen*, and the two French gunboats *Vigilante* and *Argus*.

The new water scheme is fast nearing completion and the tower is already constructed, while most of the pipes have been laid.

The Messageries Cantonnaises have acquired the middle wharf which was formerly used by the Steamboat Company and B. & S., and this new arrangement will be much more convenient for passengers. The British boats are using the Ho Foo Nien wharf and the China Merchants' wharf, as they have been doing for a considerable period.

INTERPORT RIFLE MATCH.

Hongkong will fire (weather permitting) on Saturday, 17th inst., at 3 p.m., on the King's Park Range.

The following have been selected to form the team:—Messrs. Coles, Willis, Blann, and Pearce (H.M.S. *Humphire*); Messrs. R. Stewart, T. Hearl, H. Elson and J. C. Gregory (R.N. Dockyard); and Messrs. D. McLennan and MacNab Wilson (Hongkong Police).

The Reserves:—Messrs. J. D. Danby and J. Lyon.

The Umpires are: Dr. Evan Jones and Messrs. Bullock and J. Watson (Shanghai.)

The lawn bowls league season commences on Saturday, May 24th, when Civil Service play Police and Kowloon play Taikoo.

PARIS LETTER.

[FROM OUR OWN CORRESPONDENT.]

PARIS, April 18th.

THE NANCY AFFAIR.

There is really no sense in the amount of publicity devoted to the Nancy affair by the French and German Press. It is merely a pothouse quarrel, an insignificant affair which should be treated as such. It is most impolitic indeed to stir up passion over such a tea-cup tempest, especially just now when Germany and France are not the best of friends, and when so many sparks are falling. What is there to make such a fuss about, after all? The French papers consider that the Germans have grossly exaggerated the Nancy incident, which may well account for the report that the German Government is desirous of finding a friendly solution. The fullest inquiry is being made, and though Government investigations are not yet terminated, there appears to be nothing to show that the three Germans and their lady companions who went to the Nancy Casino last Sunday where a French patriotic play was being given were subjected to any form of violence. No notice would likely have been taken of the presence of the foreigners had it not been for some students who, spotting the Germans, made some remarks to them which was followed by hissing from the gallery. The manifestation was renewed at a café, and when the Germans left to go to Metz five or six students and fifty other indiscreet persons followed them to the station jeering at them. So much for the French version of the affair. The German version states that in addition to being insulted the German visitors were molested, forced to kneel and salute French officers. The latter sounds absolutely ridiculous. Baron von Schœn, German Ambassador, while anxious to arrive at the truth, does not believe his countrymen were made to kneel and salute. The proof of tact exhibited by the French Government in ordering an immediate inquiry before waiting for representations has certainly produced a favourable impression in German circles here. Reticence on both sides is by far the best course to adopt, until the result of the inquiry is known. The regrettable tone of the German and French Press is not calculated to smooth over the difficulty. From Grenoble another theatre scene is reported. The appearance of some of the actors in German uniforms in a patriotic play, "The Heart of a Frenchwoman," caused a demonstration from the audience, and some German students in the audience retired, with commendable discretion. The Lunéville affair was equally one of rudeness and misplaced gestures at the expense of Germans—of German officers in this case. Baron von Schœn sincerely deplores this lack of courtesy, which, if persisted in, may but bring about very serious trouble. Returning to the Nancy affair:—"Nobody in Nancy attaches any importance to it," says *Le Temps*. As *L'Eclair* very appropriately remarks, when everything is settled, the only thing to remember will be the exaggeration that the Press—that of Germany in particular—gave to an unimportant pothouse quarrel. There can be no question of diplomatic representations, as the *Gaulois* observes, the State never being responsible for incidents of a private character happening in an establishment not under its control. As soon as the report of M. Ogier—who has been sent by the French Government to inquire into the Nancy incident—is in the hands of the French Prime Minister, his conclusions will be laid before the German Government, which in turn will communicate the report of the Metz authorities who interrogated the complainants. A comparison of the two versions will determine the legal steps demanded by the incidents. French opinion remains admirably calm, and very little notice is being taken here of the explosion on the other side of the frontier. It is the Press of both countries that is doing all the mischief by misrepresenting facts. The French nation is not a rude one; everyone knows that. France cannot help—no more can Germany—what a few mad-brained students and other persons may do, who, if caught, will be severely punished.

THE BALKANS.

The attitude of the Powers towards Montenegro is no less ridiculous than King Nicholas' defiance. The Eastern cloud shows signs of breaking. Montenegro is still being politely told that it is a naughty little nation, and that, being such, it has no right to claim its conquests or even compensation for the risk it has made. The haughty big nations are too large to course in this fashion, and so may keep their conquests. This is what the decision of the dilatory concert of Europe really means, the smothering of a tiny nation—and Britain acquiesces! After all its glorious phraseology of "helping the weak." The Turk, despite his defeat and humiliation, must smile within himself when he finds that the "intervention of the Powers," a phrase loved by all international politicians, means only the despoiling of a small nation. Montenegro now will say:—"Put not your trust in Allies!" Still the situation in the Near East remains strained, and is re-acting in an unhappy degree on the relations of the European Powers. In the background of the whole business hovers the Austrian Eagle, symbol of spoil and plunder. It is Austria who objects to the Montenegrins possessing Scutari, they fear a strong nation on their Eastern frontier. But should Scutari belong to the so-called autonomous Albania, which will in some way be influenced by Austrian diplomacy, Montenegro will be too weak to do anything and will be surrounded entirely by Austria. "By this means Austria, without having participated in the war, will be stronger on the Adriatic than ever. It seems, and is, hard on Montenegro; there is little wonder that King Nicholas threatens to resign, and should this happen, Montenegro will join Servia, and Austria will find a very troublesome neighbour in this combined State. Montenegro's dream of annexing Scutari and setting up there her new capital can only be realised at the expense of a great European war. Austria is prepared to stake her very existence on the exclusion of King Nicholas from Scutari. Feeling in Russia is so excited in favour of Montenegro that the situation is not without its grave dangers. From the latest reports to hand Montenegro is ready to withdraw the troops from Scutari provided Europe concedes certain territory and guarantees that Scutari shall not be fortified. King Nicholas further exacts that the £1,200,000 to be offered to Montenegro by the Powers shall be considered as a war indemnity and not as the price of the abandonment of the attack on Scutari—a question of *amour propre*. The way Montenegro is being treated, or rather ill-treated, is a disgrace to civilised Europe.

THE PRESIDENT'S BEREAVEMENT.

President Poincairé has certainly been most unfortunate since he succeeded M. Fallières. He has had no end of political troubles to contend with, but the death of his mother, which has just taken place, has proved his greatest blow. Mme. Antoine Poincaré died quite suddenly, aged 74, last Friday morning in her flat in the Rue Babylone, in Paris. In spite of his loss, the President received a number of people at an official luncheon at the Elysée Palace an hour after his mother's death, because it was too late to put them off without inconveniencing them—characteristic of the new President. The late Mme. Poincaré was a model mother, and charitable to the last; her loss will be severely felt by the poor of this City, who looked upon her for years as their best and truest friend. She was a dear old lady in every sense of the word, most devoted to her two sons, and her influence did much to make the present President the man he is. When a few months ago he returned to his house from Versailles after being elected President, his overjoyed mother, neglecting the official personages present, most affectionately kissed her son in front of everybody present, and then, patting his cheek, remarked clearly and distinctly:—"I only hope, Raymond, that you have not undertaken too difficult a job. You were never quite so clever as you thought yourself, you know." The President owes a great deal of his success in life to his mother; this admirable woman watched over his early career with exemplary loving solicitude. She insisted on superintending his studies as a lad, and taught him how to get up in the morning. The old lady always rose at 5 a.m. Her whole life may be said to have been entirely devoted to the education of her two sons. She always used to conduct them herself to the school gates. It was his maternal grandfather who gave the President the financial assistance necessary to realise his first political ambitions. The President used regularly to spend a part of the summer with his mother in the quiet rustic home in which his father had died. The funeral of Mme. Poincaré was simplicity itself; only the President and his wife, and members of the family and one or two Ministers were present.

A "LOSS" AT THE SHANGHAI RACES.

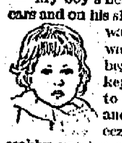
The police, says a Shanghai contemporary, are at present engaged in investigating a loss of money which occurred at the Races. This was not lost in the way people usually dispose of their money at these events, but in a manner such as to put the detectives on the track of the person benefiting by its acquisition. It is alleged that during Wednesday a Chinese shroff employed by the Race Club compradore called at one of the offices of the club where he was, of course, well known, and stated that he had been sent by the compradore to get $2,000. This sum was handed to him, and it is stated that since that moment he has not been seen. The matter has accordingly been put in the hands of the police.

INTIMATIONS

WATERY ECZEMA ON HEAD AND FOREHEAD

Head and Ears Were Right Raw. Red and Scabby Patches at First. Always Scratching and Rubbing. Cuticura Soap and Ointment Cured.

College Road, Framlingham, Suffolk, Eng.—"My boy's head and forehead, under his ears and on his shoulders, were affected with watery eczema. When he was about six weeks old he began to have it. The rash kept going out on his forehead to his ears. Then his head and ears were right raw. The eczema looked like red and scabby patches at first; when you touched them water oozed out of them in raw places. It did itch very much, he was always scratching and rubbing. I don't think it stopped him much from sleeping, more of day times. He was fretful at times. The eczema took all his hair off first but it has grown thick again since his head has been well.

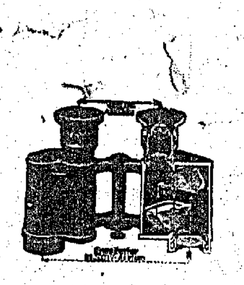


"I tried ——— first but they did no good. Then I saw in the paper about Cuticura Soap and Cuticura Ointment. I used the complete treatment, both Cuticura Soap and Cuticura Ointment every morning and they cured him. Cuticura Soap and Ointment gave my boy a beautiful skin." (Signed) Mrs. M. Woods, Jan. 11, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A single set is often sufficient when all else fails. Sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N. S. W.; Lennon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter D. & C. Corp., Boston, U. S. A.

32-Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

96-25



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16	Power	£16.10.0
12	„ (new model).....	£10.10.0
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8	„	£6.10.0
6	„ (large field).....	£7.10.0
6	„	£6.0.0
6	„ (small model) ...	£5.18.0
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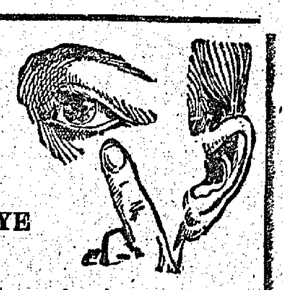
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ALEXANDRA BUILDINGS

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1

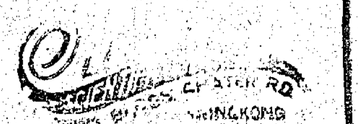


OUR STUDY OF THE EYE

and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU.



48

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"

Arrived Hongkong on 8th May, 1913,
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Maloja," "Morea" and "Egypt."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 8th May, 1913. [1

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "EMPRESS OF RUSSIA."

FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Fire Insurance will be effected by me in any case whatever.

Bills of Lading will be countersigned by

DODWELL & Co., LTD.,
Agents, "MOGUL LINE."

Hongkong, 9th May, 1913. [658

EAST ASIATIC COMPANY LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"CATHAY,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th May, at 9.30 A.M.

All Claims must reach us before the 23rd May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.,
Agents.

Hongkong, 9th May, 1913. [657

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLED,"
FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25rd inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th May, 1913. [656

NOTICE TO CONSIGNEES.

S.S. "MANCHURIA,"
FROM SAN FRANCISCO VIA JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills-of-Lading for countersignature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining undelivered THURSDAY, 15th May, at 5 P.M., will be landed at Consignees risk and expense.

Cargo remaining undelivered WEDNESDAY, 21st May, at NOON, will, in addition to landing charges, be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown TUESDAY, 20th May, at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 14th June, otherwise they will not be recognized.

O. H. RITTER,
Acting Agent.

Hongkong, 14th May, 1913. [30

FASHIONS AND FANCIES.

DRESS AT THE OPERA.

A brilliant audience was brought together on the opening night of the opera season at Covent Garden. The well-known crimson of the upholstery had been brightened for the occasion, and formed a very becoming background for the lovely gowns and many beautiful faces and figures of the visitors. Supreme in prettiness was Princess Patricia of Connaught, in white and silver. Pink, in tints of roses, appeared to be the favourite colour for both dresses and coats, the latter much more elaborate than the former. The entrance of a beautiful woman in a flowered silk coat, in tones of La France and Niphetos roses created quite a sensation, the lady having chosen as hair ornament white feathers arranged fan-wise and floating back from the diamond ornament with which it was fastened. Below this her fair hair was slightly puffed. Though she did not wear many jewels she drew more attention than any other lady in the house.

ANOTHER LOVELY GOWN.

A wonderful dress was worn by a beautiful woman in the stalls. It, too, was brocaded in rose tones on a cream-white ground, and was enriched with jewelled embroidery outlining the petals of the roses. The coat accompanying it was velvet in the exquisite rose-du-Barri pink, further emphasised by a band of white satin following all the outlines. The head-dress was, perhaps, the most remarkable in the house. In form it recalled the days of Cleopatra, resembling the war helmet seen in pictures of Antony. Defining almost closely the outline of the head, it allowed some locks of dark hair to appear upon the forehead, but concealed the whole of the rest. It was composed of jewelled dull gold lace with two wings. It was bordered in front with pearls and raised at the back with a handsome jewelled ornament.

THE COIFFURES.

All the best dressed women had their hair arranged close to the head, following the latest mode of the moment. Those with locks wide dispread on either side the head, and with supplements of more or less magnitude at the back, looked completely out of it. The new fashion is a great boon to opera and theatre-goers, as a redundant coiffure is a great impediment to a sight of the stage. It was noticed, by the way, that the *foyer* was used rather more than usual on this occasion. Perhaps it may again return to fashion.

EMBROIDERED EVENING COATS.

The evening coats in beaded embroidered net that have been in such favour throughout the winter, notwithstanding their complete ineffectiveness as protection against cold, are still in great favour. These transparent garments are sometimes lined with ninon, which gives them a trifle of warmth. One of the newest is long enough at the back to trail some inches on the ground, and has a line of embroidery beginning at the hem with seven or eight inches of width. Composed entirely of small jet bugles this band diminishes as it ascends, ending with a couple of inches width at the neck. The sleeves, fitting closely to the arm, open at the elbow with a deep band of the jet embroidery. The fronts are embroidered in a long line to match. Nearly the whole of the garment is filled in with jet beads, each one separately sown on by hand. A similar coat is in white with beads to match, and episodes of hand-painted net in colour relieving the pure whiteness. One of the handsomest of these coats is in black jetted net with a wide band of gold bead embroidery down the fronts and round the hem. All these embroideries are done by English workers.

NEW EMBROIDERIES.

There is no diminution in the rage for bead and jewelled embroideries. On the contrary, a fresh departure has been made in this direction and coloured beads are now worked in flower designs of the loveliest possible description. An up-to-date evening gown is in black net with conventionalised roses, measuring three inches across and worked in two shades of soft pink beads. The flowers are accompanied by green leaves, also in beads, and are arranged in borders, the whole of the rest of the net being filled in with jet. The borders form the fronts of the skirt. It opens down the centre over the underskirt, which may be of any colour preferred. Paniers of the embroidered net are caught in a few folds upon the hips and carried round to the back where the jetted net is arranged in long folds. The bodice, embroidered in a manner exactly similar to the skirt, is arranged fichu-fashion over a minute under-bodice with short sleeves and the front richly jewelled. This lovely gown is finished with a pale rose-coloured beaded belt arranged in medallions, which give suppleness. A row of four or five medallions falls from it in front and ends in two jewelled tassels. This is the very latest thing for evening wear.

FOOTWEAR.

There is more novelty in boots and shoes this season—more revolutionary novelty—than in any other item of the toilette. Unfortunately very high heels have returned. The most popular shoe in London is made of snake skin, and the wonderful stripings of the alligator make remarkably attractive footwear. One of our Royal Princesses always has her shoes made of seal leather. These can be made in the natural colour of the seal, a pale tan, or in deeper tones. The great idea of the moment is to have the tint of the shoes repeated in that of the hat and gloves. In navy blue this is often seen, and also in a number of shades of brown, beige, and antelope.

OF BOAS.

The old-fashioned round neck-boa has returned to visit the glimpses of the sun, smart women—and others not so smart—having wearied of the flat stole which was for ever slipping off, and for ever being thrown again over the left shoulder. They have perhaps realised at last that it gave a one-sided appearance to the figure. The boa is finished with rather heavy tassels. Ruffles of white or black—or black and white—net are much used. They are not egregiously large, like those of a few seasons since, and are acceptable particularly to the wearers of collarless coats, adding just that slight degree of protective warmth that is welcome on a chilly day. These little frills are sometimes in plain tulle or net, and occasionally have a small decorative edging as finish. The ruffles are now and then in ostrich feather.

THE LATEST FOR COATS.

The very latest idea for the coat of the moment is to insert in the fronts a pretty frill, either of spotted net, embroidered lawn, or lace. This is the device whereby the Parisienne reconciles to her vision the blank left when dispensing with winter furs. The frill certainly gives a neat finish, and as it is very simple and easily sewn in no one can seriously object. Perhaps we are coming back to the lingerie frill of a few seasons since, when not only the fronts of coats but the sleeves at the wrists were finished with frills that suggested night gear. Fashion is capable of anything.—X. AND Z. in the *Globe*.



This is one of the worst months in the year as regards the risk of catching Sore Throat.

This painful malady is caused by germs—invisible atoms of plant life—which we inhale from the air.

The warmth and moisture of the mouth cavity, with its wrinkled surfaces containing residues of food, form ideal conditions for the growth of these germs, which inflame and irritate the lining of the throat.

A few Formamint Tablets, sucked like sweets, entirely rid the mouth cavity of germ growths, and thus cure Sore Throat in the shortest possible time.

WULFING'S
Formamint
THE GERM-KILLING THROAT TABLET

Signor Caruso, the world-famous tenor, writes:—"I have found Wulfing's Formamint Tablets very beneficial to the throat, and pleasant to the taste."

A Physician writes in the "Practitioner," December, 1907:—"I have never had Sore Throat myself since I began to use Wulfing's Formamint, although I suffered periodically before."

Although Formamint Tablets are pleasantly flavoured and quite harmless, they contain a powerful antiseptic which goes thoroughly over the lining of the mouth and throat, and is absolutely fatal to germ life. Therefore, they not only cure and prevent Sore Throat, Tonsilitis, and mouth troubles, but offer safe protection against grave infectious diseases like Diphtheria, Scarlet Fever, Measles, etc.

These claims are thoroughly endorsed by the Medical Profession; there are thousands of testimonials written in the same strain as the two quoted above; and amongst the most prominent users of Formamint are such celebrated people as Queen Alexandra's confidential secretary, the Hon. Charlotte Knollys; the ex-Prime Minister of Great Britain, the Rt. Hon. Arthur J. Balfour, M.P.; Lord Kingsale; Lord Justice Buckley; Sir Gilbert Parker, M.P.; the Archdeacon of Bristol, and the Dowager Countess of Wicklow, etc.

Harmful and worthless tablets with names very similar to Formamint, are frequently offered for sale. Refuse these firmly, and insist on *Wulfing's* Formamint, which is sold at all Chemists in bottles of 50 tablets.

FREE HANDBOOK.

A. Wulfing & Co.,
6, Kiukiang Road, Shanghai.

Please send me a copy of "Hints on Sore Throat," gratis and post free.

Name.....

Address.....

F. 11/93.

PASSENGERS.

ARRIVED.

Per *Haitan*, from Swatow, Mrs. Thom, Miss J. Thom, Mrs. J. Hogg, Mr. W. O. Pegge, Mr. H. O. Arthur and children.

Per *Buclow*, for Hongkong, from Kobe, etc., Mr. P. Giertz, Mrs. H. M. Quinn, Mr. and Mrs. T. Withington, Mr. S. C. Ung, Mr. L. Stileman, Mr. G. F. Obey, Miss Scotson, Mr. W. C. Worcester, Mr. P. Duelos, Mr. P. Mevcarelli, Mr. M. Oiffer, Mrs. and Miss Braga and Mr. C. Kaufmann.

Per *Goeben*, from Hamburg, &c., for Hongkong, Mrs. L. Eckhusen, Mr. Graf Mörner, Mr. A. Frall, Mrs. Fuason, Mr. A. Kleinschmid, Mr. R. Wahlen, Mr. G. Meineck, Mrs. Linton, Mr. S. Werhausky, Mr. H. Hohenwess, Mr. G. Palmer, Mr. Ethel Kells, Miss Laura Dawson, Mr. F. Burianek, Mr. G. Gronune, Mr. W. Walker, Mr. D. Nendenäld, Mr. F. Fertrum, Dr. Guntsche, Mr. C. Schulze, Mr. Mackenzie, Mr. H. Bohm, Mr. Hedwig Lüddecke, Mr. Otto Treppe, Mr. F. Ossorio, Mr. B. Flugs, Mr. A. Pas, Mr. F. Hosgeven, Mr. H. Holtsch, Mr. H. Pudor, Mrs. A. Becker, Mr. F. Umbreit, Mr. H. Schasban, Mr. W. Overbeck, Mr. O. Wüst, Mr. F. Mader, Mr. Lorks, Mr. E. G. Wood, Mr. L. E. Faurin, Mr. C. Hagedorn, Mr. H. Meyer, Mr. D. Z. Hema, and Mr. Vincent Le Vagno.

DEPARTED.

Per *Nile*, for London, Mr. and Mrs. J. J. Blake, Miss Blake, Master Blake, Miss Warren, Mr. J. F. Peacock, Lieut. and Mrs. C. S. Inglis, Mr. G. Lenton, Mr. J. T. Lee, Mr. and Mrs. G. F. Taylor, Master Warren, Mr. and Mrs. R. A. J. Savage, Mrs. Raynor and Mr. Barber; for Marseilles, Mrs. Worth, Master R. Gray, Mrs. J. Rodger and Mr. J. Edwards; for Penang, Miss Graham; for Singapore, Mr. W. S. Godward and Mr. I. E. Chunnett.

SHIPPING REPORTS.

The British str. *Chipshing* reports: Moderate weather.

The Chinese str. *Taishun* reports: Light wind with foggy weather and smooth sea.

The British str. *Jason* reports: Moderate to fresh southerly wind, fine weather.

The Japanese str. *Daigi Maru* reports: Light south-westerly breeze and fine weather.

The German str. *Buelow* reports: From Yokohama to Shanghai fine weather, S. wind, from Shanghai to Hongkong fog and rain weather.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Tenyo Maru* leaves San Francisco for Hongkong on the 17th May, and is due here via Manila on the 17th June.

The T.K.K. str. *Shinyo Maru* left Yokohama for Honolulu on the 10th May, where she is due on the 19th May.

The T.K.K. str. *Hongkong Maru* is expected to arrive here from South Americ and Japan ports on the 18th May, and leaves again on the 4th June.

The T.K.K. str. *Kiyo Maru* left Callao for Salina Cruz on the 14th May, where she is due on the 23rd May.

The T.K.K. str. *Buyo Maru* arrives at Manzanillo from Honolulu on the 17th May, and leaves again the following day for Salina Cruz.

The H.A.L. str. *Liberia* left Shanghai on the 14th May, a.m., and may be expected here on or about the 17th May, a.m.

SHIPPING IN PORT.

STEAMERS.

ANHUI, British str., 1,354, J. B. Harris, 12th May—Shanghai 8th May, General.—Butterfield & Swire.

BENVORLICH, British str., 2,164, F. Smith, 13th May—Moji 8th May, Coal.—Gibb, Livingston & Co.

CONSUDO, American str., 1,804, A. Lachiond, 13th May—Manila 6th May, Nil.—Shewan, Tomes & Co.

EMPRESS OF RUSSIA, British str., 8,789, E. Beetham, 9th May—Liverpool 1st April, Mails and General.—Canadian Pacific Railway Co.

FUKURA MARU, Japanese str., 1,946, Kumawaki, 12th May—Karatsu 6th May, Coal.—Mitsu Bishi Goshi Kaisha.

GHAZEE, British str., 3,242, D. A. Cave, 10th May—Shanghai 6th May, General.—Dodwell & Co.

GUTHRIE, British str., 1,494, F. C. Gambrill, 7th May—Sydney 9th May, General.—Butterfield & Swire.

HAIMUN, British str., 615, J. W. Evans, 13th May—Swatow 12th May, General.—Douglas, Lapraik & Co.

HANGSANG, British str., 1,356, S. Wilde 11th May—Swatow 10th May, General.—Jardine, Matheson & Co.

HONGKONG, French str., 739, Marquerite 10th May—Haiphong 8th May, General.—A. R. Marty.

HSIN CHANG, Chinese str., 1,258, T. Hamblin, 13th May—Chefoo 7th May, General.—Chinese.

ICHANG, British str., 1,228, Shave, 13th May—Chingwantao 6th May, Coal.—Butterfield & Swire.

INDIEN, Danish str., 5,553, C. van Deurs, 11th May—Vladivostock 5th May, Beans and General.—Melchers & Co.

IXION, British str., 6,527, James Riepenhausen, 11th May—Seattle, General.—Butterfield & Swire.

JAPAN, British str., 3,80 , C. P. Siddon, 11th May—Kobe 4th May, Coal and General.—David Sassoon & Co.

KIUKIANG, British str., 1,228, F. Robertson, 11th May—Newchwang 2nd May, General.—Butterfield & Swire.

KEONGWAI, German str., 1,777, Boller, 11th May—Bangkok 2nd May, Rice.—Butterfield & Swire.

KUTSANG, British str., 3,110, R. C. D. Bradley, 12th May—Singapore 6th May, General.—Jardine, Matheson & Co.

KWANGTAE, Chinese str., 1,536, C. Stewart 10th May—Shanghai 7th May, General.—Chinese.

LANDRAT SCHEIFF, German str., 1,012, S. Struve, 13th May—Swatow 12th May, Rice.—Siemssen & Co.

MONTEAGLE, British str., 3,953, F. J. Davison, 13th May—Vancouver 17th April, Flour and General.—Canadian Pacific Railway Co.

NAN KAI MARU, Japanese str., 3,596, K. B Sakuma, 11th May—Kobe 1st May, Coal.—Mitsui Bussan Kaisha.

SHINZUOKA MARU, Japanese str., 4,072, T. Irisawa, 11th May—Seattle 8th April, General.—Nippon Yusen Kaisha.

SOPHIA RICKMERS, German str., 2,262, Maad, 11th May—Karatsu 6th May, Beans.—Mitsui Bussan Kaisha.

STAGSHOL, British str., 2,991, R. Campbell, 9th May—Labuan 3rd May, Coal.—British Admiralty.

STRATHCARRY, British str., 2,840, A. C Neil, 10th May—New York 26th March, Case Oil.—Standard Oil Co

SUISANG, British str., 1,776, S. J. Payne, 10th May—Calcutta 23rd May, General.—Jardine, Matheson & Co.

SUNGKIANG, British str., 739, Finlayson, 10th May—Hoihow 9th May, General.—Butterfield & Swire.

TELEMACHUS, British str., 1,350, A. Fraser, 10th May—Saigon 6th May, Rice.—Chinese.

TSINTAU, German str., 1,092, F. Pucking 12th May—Bangkok 4th May, Rice.—Butterfield & Swire.

TUNGWAH, Chinese str., 746, W. R. Wallace, 12th May—Shanghai 10th May, General.—Chinese.

YUENSANG, British str., 1,123, P. H. Rolfe, 13th May—Manila 10th May, General.—Jardine, Matheson & Co.

ON SALE

MAIL TABLES
FOR 1913.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents.
On Paper 25 "

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Hongkong 10th January, 1913.

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Mr M. Baodunin
Mr W. Bartels
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Mr E. R. Bate
Mr E. A. Beaumont
Mr G. A. Bena
Capt C. R. Bernon
Mr & Mrs N. G. Beale
Mr N. F. Blanch
Mr R. F. Brown
Mr & Mrs E. L. Brown
Mr R. Brown
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Miss Crocker
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Mr L. Dafour
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Mr A. F. Deane
Dr & Mrs Deane
Mr & Mrs Derteano and 2 children
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Mr F. H. Doubler
Mrs R H. Douglas
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Mr A. S. Mackichan
Mr F Mauge
Mrs R. T. Matheson and child
Mrs Geo. Martin
Mr & Mrs Neil MacIntyne
Mr & Mrs F. C. Macdonald, child and nurse
Mrs McMurchy
Dr & Mrs C. W McKenny
Dr G. W McKean
Mr J. G. Mead
Mr B. F. Mehta
Capt T. M. Meyrick
Mr J. Mereshi
Mr R. J. Moore
Mr R. N Mosley
Mr I. H. Mosley
Mr J D. F. Mülder
Dr Murray
Mr & Mrs Mussy and maid
Mr & Mrs Y. Munro
Mr J. H Nettleford
Lord & Lady Nunburnholme
Mr J. Ormiston
Mr M. J. Ossorio
Mr F. Pila
Mr A. J. Pinnock
Miss Piper
Mr E. Provost
Mr Quiétard
Mr E. H. Ray
Miss C. Richrds
Miss F. Reay
Mr & Mrs W. K Ricketts
Miss Richardson
Miss L. Ritter
Mr C. F. Robins
Dr & Mrs R. Romer
Master R. Romer, Jr,
Miss R. Ramsey
Mrs Samuelson
Miss F. Schonebeck
Lady Mary Scott
Mr H. M. Seoane
Mr J. T Sexsmith
Mr J. C. Sibley
Mr & Mrs A. J. Small
Mrs Douglas Smith
Mr Kenneth Smith
Mr & Mrs E. E. Smith
Mr T. M. Smith
Mr V Sorby
Mr S. Spiro
Mr W tangaard
Mrs R. C Stoddard
M H. C Stoltz
Mr H. Suigden
Mr J. W. Sulleuan
Mr & Mrs J. Sutherland
Mr G. Sundhurst
Mr W. G. Symmons
Mr & Mrs Thompson
Miss M Townsend
Mr J. A. Turner
Dr F. Valente
Miss Vickers
Mr & Mrs C. H. Wanner
Mr & Mrs I. S Wardell
Mr & Mr. Walker
Mrs J. W. Watts
Mr. F. M. Wallcott and maid
Mr H. Watkins
Mr & Mr R. Webb
Mr A. Weill and 3 children
Mr W. E. Weidler
Mr S. White
Mr F. W. White
Mr H. P. White
Mr D White
Hon C. J. Wilson
H n C Wilson
Mrs Wilson
Mr G. G. Wood
Miss R. Wood
Dr & Mrs S. B. Yate
Mr C. M. Yates
Miss Yates
Mr S. A. Yeadell

GRAND HOTEL.

Mr K. Almberg
Mr D. Beggs
Mr S. Bradman
Mr & Mrs Bonchevsky
Dr Brill
Miss V. Bonetta
Mr Bumann
Mr & Mrs Crew
Mr C. French
Mr G. Fridley
Mr G. Grant
Mr F. Haden
Dr Keyt
Mrs & Miss Karkatzsky
Mr Kuhl
Mr Soon Kim
Miss F. J. Lenoir
Mr Lorria
Mr & Mrs Mayr
Mr L. Merlin
Mr N. Meyer
Mr J. Moonan
Mr E. C Mulvey
Mr J. Parshall
Mr Rohlig
Mrs & Miss Rohlig
Miss Ada Rowley
Mr Schmidt
Miss C Stephano
Mr & Mrs A. Thomas
Mr Li Tai Tong
Mr G. Watkins
Mr C. Weismann
Mr E. Wills

PEAK HOTEL.

Dr Aaron
Mr & Mrs Aubrey
Lieut Archer, R.A.M.C
Mr & Mrs W. Armstrong
Mr & Mrs T. Arthur
Mr E. F. Aucott
Mr & Mrs W. Barrett and child
Mr & Mrs C. W. J. Bell
Mr & Mrs Beyer
Major Bowen A.P.D.
Mrs Bowdler
Hon Mr Bucknill
Mr C. R. Barnett
Mr W. Crieg
Lt. & Mrs T. C. Cunningham, R.A.
Major Davy, R.E.
Mr G. A. Dutton
Consul & Mrs Eitzen
Mr G. E. Flangan
Mr & Mrs A. Gibson
Mr & Mrs G. G. Gordon
Lt.-Col. & Mrs Gordon Hall, R.A.M.C.
Mr & Mrs B. A. Hale
Mr H. A. Hazeland
Mr I. B. Hearn
Mr T. W Hill
Capt & Mrs Hodgins
Mr & Mrs W. G. Humphreys
Mr & Mrs W. M. Humphreys
Maj. Humphry, R.E.S
Mr Iles an
Mr & Mrs P. Jacks
Mr H. U. Jeffries
Mr A. Keith
Mr & Mrs Kohler
Mr G. P. Lammert
Lt-Col. & Mrs A. I. Loan and child
Capt & Mrs McMunn children & nurse
Mr McNulty
Mr & Mrs E. N. Mitchelmore
Lt Monteith, R.A.M.C.
Mrs Pearson and children
Rev. Foster Pegg
Mr J. I. Plummer
Lt-Col. Radcliffe, R.E.
Mr F. L. Pelton
Mr & Mrs A. Ritchie
Eng. Comdr & Mrs Roome, R.N.
Mr C. R Seydler
Mr L Scott
Mr A. Sinclair
Mr C. Skott
Lt-Col. Usher Smith
Mr A Finday Smith
Mr & Mrs Soffleti
Capt & Mrs Stericker maid and child
Mr G. E. Stewart
Mr R. D. Stewart
Mr & Mrs J. Sutherland
Col. & Mrs Tason
Mr O. Wagner
Mr & Mrs E. I. H. van Walden
Capt Whitefield
Mr David Wood

KING EDWARD HOTEL.

Mrs R. Almond
Mr A. P Austin
Mr G. Bock
Mr H. W. Booth
Mr L. Brown
Mr T. Chee
Mr F. W. Cox
Mr & Mrs W. B. Dickson
Mr W. Donaldson
Capt & Mrs T. Donaldson
Mrs Finclett
Mr Geo. Grimble
Mr & Mrs Guernsey
Mr W. M. Halsall
Mr W. Havill nd
Mr F. Helms
Mr & Mrs Hogarth
Mr & Mrs Kraft
Mr & Mrs C. Lauritsen
Mr & Mrs Lemaire
Mr & Mrs Major and son
Miss Massey
Mr & Mrs F. E. McHugh
Mr & Mrs McGill
Mr J. D. Michell
Mr & Mrs J. H. N. Mody
Mr M. F Murray
Mr & Mrs Nibbock
Mr A. P Nobbs
Capt & Mrs Passmore
Mr & Mrs H. Pearman
Mr & Mrs J. Roberts and children
Mr & Mr Rouch
Mr H Rowland
Miss F. Saunders
Mr & Mrs Schenk
Dr Sibree
The Howard Sisters
Mr H. S. Spurge
Capt & Mrs A. H. Stewart and children
Dr K. Wallner
Mr Walker
Mr G. C. Whitelaw
Mr & Mrs Wingge

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

	Steamer	To Sail.
For SHANGHAI, KOBE AND YOKOHAMA	PAUL LECAT Capt. Valat	On 19th May, at 7 A.M.
MARSEILLES VIA PORTS	POLYNÉSIEN Capt. Exchenauer.....	On 20th May, at 1 P.M.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

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THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 26th May. FROM COLOMBO: Connecting with "TYMERIC" 12th June.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" June.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched SHANGHAI, KOBE and MOJI on 30th May.

S.S. "DILWARA," 5,378 tons, Captain Ramage, R.N.R., will be despatched to KOBE & MOJI, (Yokohama if sufficient inducement offers) on 5th June.

WESTWARD.

S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched for SINGAPORE, PORT SWETTENHAM, PENANG and CALCUTTA on 15th May, at 3 P.M.

S.S. "JAPAN," 5,013 tons, Captain C. P. Sedden, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 20th May, at 3 P.M.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 15th May, 1913. 160

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws. MANCHURIA 27,000 tons, twin screws. KOREA 18,000 tons, twin screws. SIBERIA 18,000 tons, twin screws.	COMFORT.	FROM HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.
ALSO NILE ...11,000 tons. CHINA ...10,200 tons. PERSIA... 9,000 tons.	SAFETY. SPEED.	

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	
MANCHURIA	27,000	... "	TUESDAY, 20th May, at 1 P.M.
* NILE	11,000	"	TUESDAY, 3rd June, at 3 P.M.
MONGOLIA	27,000	... "	TUESDAY, 10th June, at 1 P.M.
* PERSIA	9,000	"	TUESDAY, 1st July, at 3 P.M.
KOREA	18,000	... "	TUESDAY, 8th July, at 1 P.M.
SIBERIA	18,000	... "	TUESDAY, 22nd July, at 1 P.M.
* CHINA	10,200	... "	TUESDAY, 29th July, at 3 P.M.
MANCHURIA	27,000	... "	TUESDAY, 5th Aug., at 1 P.M.

* INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG—MANILA SERVICE.

FROM HONGKONG. Leave Hongkong.		Arrive Manila.	FROM MANILA. Leave Manila.		Due Hongkong.
3rd June ...	NILE	5th June.	21st June ...	PERSIA ...	23rd June.
1st July ...	PERSIA ...	3rd July.	19th July ...	CHINA ...	21st July.
8th July ...	KOREA ...	10th July.	27th July ...	MANCHURIA	29th July.
29th July ...	CHINA ...	31st July.	9th Aug. ...	NILE ...	11th Aug.
19th Aug. ...	NILE ...	21st Aug.	17th Aug. ...	MONGOLIA	19th Aug.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

O. H. RITTER, Acting Agent.

Panama-Pacific International Exposition—San Francisco—1915 32

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
THURSDAY, 15TH MAY, 1913.	
8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."
FRIDAY, 16TH MAY, 1913.	
8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

A Telephone service has been recently installed on the Canton Company's steamers, Day steamers Call No. 776; Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 18TH MAY, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons,

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. 151

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AFRICA," 8,840 tons, will leave as above on 13th June at 5 P.M.

Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.

S.S. "PERSIA," 12,500 tons, will leave as above about 2nd June.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £8.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6.

TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 23th May, at 7 P.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "GISELA," will leave as above about 31st May. (For Cargo only).

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,
Princes' Building.

Hongkong, 6th May, 1913. 152

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CANTON"	6,500	About 7th June.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

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SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU... 22,000 tons.
S.S. CHIYO MARU... 22,000 tons.
S.S. SHINYO MARU 22,000 tons.

AND

S.S. NIPPON MARU 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra. Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers,
Through Tourists' Sleepers,
Dining Cars—Observation Cars,
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

O. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA.
AND KING'S BUILDING, HONGKONG

57

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
DELTA	May 24	MOOLTAN	June 22	June 28
ASSAYE	June 7	MOREA	July 6	July 12
ARCADIA	June 21	MARMORA	July 20	July 25
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MALOJA	Aug. 31	Sept. 6
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1ST SALOON £71.10 SINGLE. £106.14 RETURN.
2ND " £48.8 " £ 72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
PALAWAN	May 28	July 2	July 11
SUMATRA...	June 11	July 16	July 25
NUBIA...	June 25	July 31	Aug. 10
SUNDA	July 9	Aug. 15	Aug. 24
SARDINIA	July 23	August 29	Sept. 7
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 25	Oct. 4

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1ST SALOON £65.0 SINGLE. £92.10 RETURN.
2ND " £38.10 " £57.4 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

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NIPPON YUSEN KAISHA



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENET	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	TANGO MARU Capt. Yoshikawa,	13,500	WED'DAY, 21st May, at Daylight
	KAMO MARU Capt. K. Kawara,	16,000	WED'DAY, 4th June, at Daylight
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	§ SHIDZUOKA MARU Capt. Irizawa,	12,500	TUESDAY, 20th May, at 4 P.M.
	§ TAMBA MARU Capt. S. Wada,	12,500	THURSDAY, 3rd June, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. Yagi,	9,600	WED'DAY, 4th June, at Noon.
	KUMANO MARU Capt. M. Winckler,	9,300	WED'DAY, 2nd July, at Noon.
CALCUTTA VIA SINGAPORE PENANG & RANGOON ...	‡ KANAGAWA MARU Capt. M. Machida,	12,500	SATURDAY, 17th May.
BOMBAY VIA SINGAPORE, and COLOMBO	‡ SHINYO MARU Capt. Ohkuma,	12,500	MONDAY, 26th May.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moses,	16,000	THURSDAY, 22nd May, at 11 a.m.
KOBE	CEYLON MARU Capt. Tozawa,	6,000	MONDAY, 26th May.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU Capt. Sekine,	7,000	WED'DAY, 4th June, at Noon.
SHANGHAI, MOJI and KOBE	‡ KAMAKURA MARU Capt. T. Hori,	12,500	WED'DAY, 21st May.

§ Fitted with New System of Wireless Telegraphy. ‡ Cargo only

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	$135	$122	$108	$95
2nd " ...	$81	$75	$65	$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 282 and 1241. 111-12-13

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NUBIA Capt. F. J. Fox	5 P.M., 16th May.	Freight and Passage.
SHANGHAI	ASSAYE Capt. G. W. Cockman, R.N.R.	About 22nd May.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*DELTA* Capt. E P. Martin, R.N.R ..	Noon, 24th May.	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	PALAWAN Capt. R. E Shone.....	About 23th May.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, 15th May, 1913. 1

CHINA NAVIGATION CO., LD.
SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	"SUNGKIANG"	On 15th May, 9 A.M.
SHANGHAI	"ANHUI"	On 15th May, 4 P.M.
CHEFOO & NEWCHWANG	"KIUKIANG"	On 17th May, Noon.
SHANGHAI	"CHENAN"	On 17th May, Midnight.
MANILA, CEBU and ILOILO	"CHINHUA"	On 20th May, 4 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 24th May, Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS

Hongkong, 15th May, 1913. TELEPHONE 36. [7

HAMBURG-AMERIKA LINIE.
IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Fiume, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

(FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. SAXONIA	19th May.
S.S. FUERST BUELOW	25th May.
S.S. BIRKENFELS	28th May.
S.S. GOLDENFELS	13th June.
S.S. C. FERD LAEISZ	19th June.
S.S. PREUSSEN	30th June.
S.S. SILESIA	20th July.
S.S. BELGRAVIA ...	30th July.

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG:
S.S. LIBERIA 17th May.
FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (OR).
S.S. SAXONIA 20th May.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. BAYERN 20th May.
FOR MARSEILLES & HAMBURG:
ARABIA 27th May.
FOR ROTTERDAM & HAMBURG:
S.S. ALESIA 9th June.
FOR MARSEILLES & HAMBURG:
S.S. SAMBIA 12th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 15th May, 1913. 19

DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	FRIDAY, 16th May, at 11 A.M.
"HAIYANG" ...	Capt. A. E. Hodgin ...	TUESDAY, 20th May, at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore ..	FRIDAY, 23rd May, at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

HAIMUN" Capt. J. W. Evans ... WED'DAY, 21st May, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 15th May, 1913. 6

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	On 30th May.	On 24th May, Noon.
ST. ALBANS		On 21st June, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

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TOYO KISEN KAISHA.
IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU,"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU ...	W. W. Greene ...	TUESDAY, 27th May, NOON.
NIPPON MARU	A. G. Stevens ...	TUESDAY, 17th June, at Noon.
TENYO MARU	E. Bent	TUESDAY, 24th June, at Noon.
SHINYO MARU	H. S. Smith ...	TUESDAY, 15th July, at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA AND HONOLULU on TUESDAY, the 27th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000 ...	WED'DAY, 4th June, at Noon.
KIYO MARU	17,200 ...	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500 ...	SATURDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT, King's Building (Opposite Blake Pier).

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	McMurray ...	Manila, Mangarin, Iloilo and Cebu	On 17th May, 4 P.M.
RUBI	4000	J. Miller... ...	Manila, Mangarin, Iloilo and Cebu	On 27th May, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers Hongkong, 9th May, 1913 PHILIPPINES S.S. Co. 110

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
† "CHICAGO MARU" ...	Goto ...	SATURDAY, 17th May, at 2 P.M.
† "CANADA MARU" ...	K. Hori ...	WED'DAY, 28th May, at 2 P.M.
‡ "TACOMA MARU" ...	T. Hamada ...	THURSDAY, 12th June, at 2 P.M.
† "PANAMA MARU" ...	J. Kanao ...	WED'DAY, 25th June, at 2 P.M.
‡ "SEATTLE MARU" ...	T. Saito ...	THURSDAY, 10th July, at 2 P.M.
† "MEXICO MARU" ...	N. Kobayashi ...	WED'DAY, 23rd July, at 2 P.M.

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI, AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PENANG & COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU" ...	H. Yamamoto ...	FRIDAY, 23rd May, at 4 P.M.
"INDO MARU"	K. Komiya ...	WED'DAY, 30th July, at 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

INDO MARU"	K. Komiya ...	SUNDAY, 22nd June, at 4 P.M.
"LUZON MARU" ...	H. Yamamoto ...	FRIDAY, 18th July, at 4 P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU" ...	Y. Yamamoto ...	WED'DAY, 21st May, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU" ...	S. Tokushige ...	SUNDAY, 18th May, at Noon.
"DAIJIN MARU" ...	M. Nagano ...	SUNDAY, 25th May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashiro... ...	

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashiro ...	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA, MANAGER, Second Floor, No. 1, Queen's Building.

491-778-7

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN" Capt. A. AHLBORN,	17,300	10 a.m. Thursday, 15th May.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOUNE ...	"PRINZ SIGISMUND," Capt. D. LENZ,	6,000	Saturday, 17th May, at 9 A.M.
KOBE and YOKOHAMA...	"PRINZ WALDEMAR," Capt. H. BREMER	6,100	About Tuesday, 27th May.
KUDAT and SANDAKAN...	"BORNEO" Capt. F. SEMBILL,	5,000	End of May,

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 2nd May, 1913 4

THE AUSTRALIAN ORIENTAL LINE.
HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
"GUTHRIE"...		24th May.
"CHANGSHA"	11th June.	14th June.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 13th May, 1913. TELEPHONE No. 36. AGENTS. [665

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MAIL TABLES for 1913 ...	0.30 & 0.25

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Atlas, admiralty tug, 615 tons, 1,400 i.h.p. Hongkong.
Bramble, gunboat, 710 tons, 900 i.p.h.. Lieut. Comdr. B. E. Prichard, Hongkong.
Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. W. H. Darwall, Canton.
Cadmus, British sloop, 1,070 tons, i.h.p, 1,400 f.d., Commr. Hugh P. E. T. Williams, Shanghai.
Cherub, water tank and tug, 390 tons, i.h.p., 340, Master W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p., 1,400, Comdr. Mackenzie, D.S.O., Penang.
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt.-Comdr. Wilkinson, Hongkong
Flora, 4,360 tons, 9,000 f.d., 12 guns, Capt. Charles F. Charles F. Corbett, M. V. O., en route to Yokohama.
Hampshire, 10, 850 tons, 21,000 f.d., 14 guns Captain Marcus Rowley Hill, Hongkong.
Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000. Capt. Allen T. Hunt, C.S.I., Yokohama.
Kinsha, 610 tons, i.h.p. 1,200, Lt.-Comdr. H. Marryatt, Hankow.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Labuan.
Minotaur, armoured cruiser (flagship Vice-Admiral T. H. Jerram, C. B., i.h.p. 27,000, Capt. E. B Kidd le, Wusung.
Monmouth, armoured cruiser, 9,800 tons, i.h.p., 22,000. Capt. B. H. F. Bartlelot, M.V.O. Yokohama.
Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr Allen Dixon, Canton
Newcastle, 2nd class cruiser, 4,800 tons, turbine 22,000 f.d., Captain George P. E. Hunt, D.S.O., Shanghai.
Nightingale, river gunboat, 85 tons, 240 h.p. Lt.-Comdr. Malcolm Murray, R.N., Yangtsze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Chambers, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt.-Comdr. E. J. G. Mackinnon Yangtse.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Heetwood-Nash, Hongkong
Sanario, depot ship for Submarines, 2,650 tons, i.h.p. 1,400, Lt.-Commr. N. E. Archdale, Hongkong.
Rosalpier, river gunboat, 85 tons, 2 guns, 240 h.p. Lieut.-Comdr. I. A. S. H. Hutton, west River
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Maurice B. Leslie, Yangtsze.
Taku, torpedo boat destroyer, 305 tons, i.h.p., 6,000, Gunner W. H. Ryder, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hon Guy Stopford, Chungkiang.
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. E. N. Cottrell-Dormer, Hankow
Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Maxwell, Yangtse
Virago, torpedo-boat destroyer, 395 tons, 6 guns 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Hongkong.
Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Yangtse
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. R. Neville, Yangtse.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut. and Comdr. J.C. F. Borrett, Kiating,
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. M. B. R. Blackwood, Yangtsze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Robin W. Lloyd, Hankow

ubmarines:—

No. 36, Godfrey Herbert, Lieut.-Commr.
No. 37, A. A. L. Fenner, Lieut.-Commr.
No. 38, J. F. A. Codrington, Lt.-Commr.
T.B. 035, Lt.-Com. Handley, Hongkong.
T.B. 036, Lt.-Com. Stileman, Hongkong
T.B. 037, Lt.-Com. Nicol, West River
T.B. 038, Lt.-Com. Seymour, Hongkong.

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turn out the Best Printing at Reasonable Prices

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KOWLOON BOOK STALL, Ferry Wharf
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FOR THE RISING STAR:

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Obtainable 65 CENTS Everywhere.

General Agent for Hongkong and China:

HUGO C. A. FROMM,

20, DES VŒUX ROAD CENTRAL, 1st Floor.

Hongkong, 15th May, 1913. 144

NOTICE POST OFFICE

The *Chiyo Maru* is expected to arrive here to-morrow, at about 10 a.m., with the American and London Mails (via Siberia) of Wednesday, the 23rd, and Saturday, the 26th April.

FOR	PER	DATE
Hoihow, Haifong, Pakhoi and Saigon	*Sungkiang*	Thursday, 15th, 8.00 A M
Fort Bayard, Haiphong, Pakhoi and Saigon	*Hongkong*	Thursday, 15th, 9.00 A M
Shanghai, North China & Japan via Nagasaki (EUROPE via SIBERIA)	*Goeben*	Thursday, 15th, 9.00 A M
Japan via Moji	*Tymanoek*	Thursday, 15th, 1.00 P M
Straits and India via Calcutta	*Arratoon Apcar*	Thursday, 15th, 2.00 P M
Shanghai and North China	*Anhui*	Thursday, 15th, 3.00 P M
Saigon	*Telemachus*	Thursday, 15th, 3.00 P M
Japan via Moji	*Riojun Maru*	Thursday, 15th, 5.00 P M
Japan via Kobe	*Suisang*	Thursday, 15th, 5.00 P M
Swatow, Amoy and Foochow	*Haitan*	Friday, 16th, 10.00 A M
Cheribon, Samarang and Sourabaya	*Haldis*	Friday, 16th, 11.00 A M
Shanghai and North China via Swatow	*Hangsang*	Friday, 16th, 11.00 A M
Hongay	*Germania*	Friday, 16th, 11.00 A M
Straits, and India via Calcutta	*Fooshing*	Friday, 16th, 1.00 P M
Shanghai, North China, and Japan via Kobe	*Kutsang*	Friday, 16th, 5.00 P M
Philippine Islands, Angaur, Maroon, Yap, Fredrich Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Australia, Tasmania, and New Zealand via Brisbane	*Prinz Sigismund*	Saturday, 17th, 8.00 A M
Chefoo and Newchwang	*Kiukiang*	Saturday, 17th, 11.00 A M
Samarang and Sourabaya	*Childar*	Saturday, 17th, 11.00 A M
Japan via Moji, Victoria and Tacoma	*Chicago Maru*	Saturday, 17th, 1.00 P M
Philippine Islands	*Yuensang*	Saturday, 17th, 1.00 P M
Philippine Islands	*Zafiro*	Saturday, 17th, 3.00 P M
Shanghai and North China (EUROPE via SIBERIA)	*Chenan*	Saturday, 17th, 5.00 P M
Swatow, Amoy and Formosa via Tamsui	*Daigi Maru*	Sunday, 18th, 9.00 A M
Tientsin	*Chipshing*	Tuesday, 20th, 10.00 A M
Swatow, Amoy and Foochow	*Haryang*	Tuesday, 20th, 10.00 A M
SIGOON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11. to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	*Polynesien*	Tuesday, 20th, Printed Matter and Samples 10.00 A M; Registration ... 10.15 A M (Registration, with late fee of 10 cents, up to 11.00 A M). Registration Kowloon B.O.... ... 10.15 A M; Letters ... 11.00 A M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, HONOLULU, UNITED STATES, and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)	*Manchuria*	Tuesday, 20th, Printed Matter and Samples 10.00 A M; Registration ... 10.45 A M; Registration with late fee of 10 cents, up to 11.00 A.M.) Registration, Kowloon B.O. ... 10.30 A M; Letters NOON
Singapore, Penang, Rangoon and Calcutta	*Japan*	Tuesday, 20th, 2.00 P M
Formosa via Keelung, Shanghai, North China	*Shidzu oka Maru*	Tuesday, 20th, 5.00 P M
Japan via Moji, Victoria, B.C., and Seattle	*Chinhua*	Tuesday, 20th, 5.00 P M
Philippine Islands	*Clara Jebsen*	Tuesday, 20th, 5.00 P M
Mauritius	*Tango Maru*	Tuesday, 20th, 5.00 P M
Straits and Ceylon	*Haimun*	Wednesday, 21st, 10.00 A M
Swatow	*Empress of Russia*	Wednesday, 21st, Printed Matter, and Samples 10.00 A M; Registration ... 10.00 A M; Registration Kowloon B.O.... ... 10.00 A M; Letters ... 11.00 A M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)	*Haicheng*	Friday, 23rd, 10.00 A M
Swatow, Amoy and Foochow	*Ruichow*	Saturday, 24th, 10.00 A M
Weihaiwei and Tientsin	*Guthrie*	Saturday, 24th, 10.00 A M
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Island	*Delta*	Saturday, 24th, Printed Matter and Samples ... 10.00 A M; Registration ... 10.15 A M; Registration with late fee of 10 cents up to 11.00 A M; Registration, Kowloon B.O. ... 9.30 A M; Letters ... 11.00 A M
STRAITS, BURMAH, CEYLON, ADELAIDE WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to NOON. Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) ... The Parcel mail will be closed on Friday, the 23rd inst., at 5 p.m.	*Loongsang*	Saturday, 24th, 1.00 P M
Philippine Islands	*Empire*	Tuesday, 27th, 11.00 A M
Philippine Is., Timor, Australia, Tasmania and New Zealand via Port Darwin		

☞ MONEY LETTERS—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121.)

☞ Mails for CANTON, WUCHOW and SAMSHUI are closed on week-days at 7.30 a.m. and at 6 p.m.

☞ Mails for MACAO closed on week-days at 7.15 a.m., and at 1.15 p.m. On Sundays the mail is closed at 8 a.m.

COMMERCIAL.

CLOSING QUOTATIONS.
May 14th.

ON LONDON:—	
Telegraphic Transfer	2/-1/4
Bank Bills, on demand	2/-1/8
Bank Bills, at 30 days' sight	2/-
Bank Bills, at 4 months sight	2/-
Credits, at 4 months' sight	2/-
Documentary Bills 4 months' sight	2/-
ON PARIS:—	
Bank Bills, on demand	255½
Credits, at 4 months' sight	260½
ON GERMANY:—	
On demand	207
ON NEW YORK:—	
Bank Bills, on demand	49⅜
Credits, at 60 days' sight	50⅛
ON BOMBAY:—	
Telegraphic Transfer	151
Bank, on demand	151⅛
ON CALCUTTA:—	
Telegraphic Transfer	151
Bank, on demand	151⅛
ON SHANGHAI:—	
Bank, at sight	72⅛
Private, 30 days' sight	73⅛
ON YOKOHAMA:—On demand	99⅛
ON MANILA:—On demand—Pesos	99⅛
ON SINGAPORE:—On demand	56⅛
ON BATAVIA:—On demand	122⅛
ON HAIPHONG:—On demand	1½ % Pm.
ON SAIGON:—On demand	1⅛ "
ON BANGKOK:—On demand	76⅛
SOVEREIGNS, Bank's Buying Rate	$9.20
GOLD LEAF, 100 fine, per tael	$51.50
BAR SILVER, per oz.	28⅛d

SUBSIDIARY COINS.

		per cent
Chinese	20 cents pieces	$8.10 discount
Chinese	10 "	$8.25 "
Hongkong	20 "	$6.80 "
Hongkong	10 "	$8.15 "

MAILS VIA SIBERIA.

London Date	Due Shanghai
April 26th.	May 12th.



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OBTAINABLE FROM ALL TOBACCONISTS.

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SHARE LIST.—QUOTATIONS.

HONGKONG 14TH MAY, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai Bank Corporation	120,000	$125	all	$805, sellers (L'don £61	5⅛ p.c.
China Borneo Company, Limited	60,000	$12	all	£11½, sellers	10 p.c.
China Light and Power Company, Ltd.	50,000	$5	all		
China Provident, Loan & Mortgage Co., Ltd	50,000	$1	all	£3, buyers	
COTTON MILLS.—	200,000	$10	all	£8½, buyers	7⅜ p.c.
Ewo Cotton Spin'g & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 135	
Hongkong Cotton Spinning Co., Ltd.	125,000	$10	all	$9¾, sellers	
Dairy Farm Company, Limited	40,000	$7½		£20, sellers	6 p.c.
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	$50	all	$82, buyers	6 p.c.
H'kong and Whampoa Dock Co., Ltd.	50,000	$50	all	£71½, sales	5 p.c.
New Amoy Dock Co., Limited	10,000	$62½	all	£8, buyers	7½ p.c.
S'hai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 63	
S'hai and Hongkew Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 115	
Green Island Cement Co., Limited	400,000	$10	all	$4¾, buyers	
Hongkong Electric Co., Limited	60,000	$10	all	$34, buyers	5½ p.c.
Hongkong Hotel Company, Limited	12,000	$50	all	£115 buyers	5½ p.c.
	8,000		$25	$76, buyers	
Manila Metropole Hotel Limited	15,000	Ps. 10	all	Ps8	
Hongkong Ice Company, Limited	5,000	$25	all	$175, buyers	7 p.c.
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$21, sales	10 p.c
H'kong & South China Steam Fishers Co., Ld.	15,000	$10	$7	$1, buyers	
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	/	all	7/1½, buyers	
INSURANCES.—	10,000	$250	$50	$325	
Canton Insurance Office Co., Limited	20,000	$100	$20	$147	6 p.c
China Fire Insurance Co., Limited	8,000	$250	$50	$256, sellers	6½ p.c
Hongkong Fire Insurance Co., Ld.	10,000	£15	£5	Tls. 132½, buy.	7 p.c.
North-China Insurance Co., Limited	12,400	$250	$100	$790	
Union Insurance Society, Limited	12,000	$100	$60	$190, @ Ex 73	6½ p.c.
Yangtsze Insurance Association, Ld.					
LANDS AND BUILDINGS—	50,000	$100	all	$110, buyers	6⅛ p.c.
H'kong Land Invest. Agency Co., Ld.	25 000	$100	$75	$300	
Hongkong Land Reclamation Co., Ld.	15,000	$25	all	$8½	6 p.c.
Humphreys' Estate and Finance Co., Ld.	6,000	$50	$35	$38, buyers	8 p.c
Kowloon Land and Building Co., Ld.	78,000	Tls. 50	all	Tls. 92	
Shanghai Land Investment Co., Ld.	12,500	$50	all	$65, buyers	7 p.c
West Point Building Co., Limited					
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 61, sales	
MINING.—	1,000,000	£1	all	35/-	
Chinese Engineering and M. Co., Ld.	822,000	2/-	all	4/3, sellers	
Heawood Tin and Rubber Estate, Ld.	200,000	£1	all	£½ sellers	
Raub Australian Gold Mining Co., Ld	160,000	£1	all	80/-	
Tronoh Mines, Limited	25,000	$10	all	$11½, sellers	7 p.c.
Peak Tramways Co., Limited	50,000	$1	$1	$1, sellers	
Philippine Co., Limited	75,000	$1	all	$5	
Pulpes et Papeteries du Tonkin Societe des	13,200	$50	all	$20, sales	
REFINERIES.—	20,000	$10	all	$106½, buyers	5 p.c.
China Sugar Refining Co., Limted	7,000	$10	all	$36, sellers	
Luzon Sugar Refining Co., Limited					
STEAMSHIP COMPANIES.—	50,000	$25	all	$9, buyers	
China and Manila Steamship Co., Ltd.	20,000	$50	all	$41½, sellers	4⅛ p.c.
Douglas Steamship Co., Limited	80,000	$15	all	27½, buyers	7 p.c
H'kong, Canton & Macao S.B. Co., Ld.	60,000 pref.	£5	all	$95	L'non-pay
Indo-China Steam Navigation Co., Ld.	60,000 def.				
	2,500,000	£1	all	117/6	
Shell Transport & Trading Co., Ld.	30,000	$10	all	$52½	4 p.c.
Star Ferry Company, Limited	6,000	$25	all	22,	
South China Morning Post, Limited	20,000	$5	all	$5	
Steam Laundry Company, Limited					
STORES AND DISPENSARIES—	1,200	$10	...	$25	
Campbell, Moore & Co., Limited	50,000	$10	all	$6	
Gande, Price & Co., Limited	15,000	$1	all	5/8 buyers	4½ p.c
Powell, Wm., Limited	99,000	$10	all	$8½, buyers	
Watson & Co., A. S. Limited	3,000	$10	all	$18, buyers	
Weissmann, Limited	9,000 ordy,	$1	$4	9½	8 p.c.
United Asbestos Oriental Agency, Ld.	100 ident	£	all	$300	
Union Waterboat Co., Limited	50,000	$1	all	$16½, buyers	7½ p.c.

Para Rubber in London 3.9½ per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

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TO-NIGHT

9.15 P.M.—Bijou Scenic Theatre.

FORTHCOMING EVENTS

Saturday, 17th May:—
9.15 P.M.—A Grand Promenade Concert on the Hongkong Cricket Club Ground.

Wednesday, 21st May:—
11.45 A.M.—Canton Insurance Office, Ltd., Meeting of Shareholders.
12.30 P.M.—The "Star" Ferry Co., Ltd., Ordinary Annual Meeting at the Jardine, Matheson & Co., Ltd.'s Offices.
Thursday, 22nd May:—
Noon—Peak Tramways Co., Ltd., Meeting of Shareholders at the Hongkong Hotel.

ON SALE.

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Hongkong 10th March, 1913.

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